

TABLE 6-3
Transportation-Related Land Use
STRATEGY PACKAGES for *EXBURBAN AREAS*

STRATEGY DESCRIPTIONS	<u>Exurban Level 1</u> (Performance Goal: <28,000 VMT/HH)*	<u>Exurban Level 2</u> (Performance Goal: 28,000 - 30,000)*	SUPPORTIVE FACTORS
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STRATEGY CHARACTERISTICS:

1. Strengthen Downtowns Single or predominant center that incorporates employment with supporting housing, commercial, and public and cultural uses	<i>Pursue Strategy if Basic Infrastructure Exists</i> Locate retail, office, housing and entertainment activities downtown.	<i>Pursue Strategy if Basic Infrastructure Exists</i> Locate retail, office, housing and entertainment activities downtown.	<ul style="list-style-type: none"> - Direct pedestrian routes to surrounding neighborhoods - Pedestrian facilities within the downtown - Excellent local and regional transit connections - Commercial buildings oriented to the sidewalk
2. Develop Concentrated Activity Centers Employment concentrated in a limited number of centers with functionally-integrated complementary uses, including residential units	The number of Concentrated Activity Centers will vary with the size of the jurisdiction and the surrounding area.	<i>Pursue strategy if progression to Level 1 is desired</i>	<ul style="list-style-type: none"> - Auto uses discouraged for internal circulation - Pedestrian facilities - Provision of services for employees - Transit service - Proximity to residential areas

* Performance Goal Level: Average Vehicle Miles Traveled per Household per Year

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STRATEGY CHARACTERISTICS:

3. Encourage Mixed-Use Development Mixed-use residential and commercial development. Vertical and horizontal mixed-use, i.e., within and between buildings.	Goals for larger sites - minimum % of gross floor area: <i>Neighborhood center:</i> - Residential 30% - Retail/Office 10% - Public 10% <i>Residential area:</i> - Residential 40% - Retail/Office 10% - Public 10%	Goals for larger sites - minimum % of gross floor area: <i>Neighborhood center:</i> - Residential 30% - Retail/Office 10% - Public 10% <i>Residential area:</i> - Residential 50% - Public 10%	<ul style="list-style-type: none"> - Pedestrian and bicycle facilities - Interconnected street pattern - Services within walking and bicycling distance of workplaces (1/4 to 1/2 mile)
4. Encourage Infill and Densification Infill development creates clusters of higher residential density and adds employment to jobs-poor areas	Density at a minimum of <u>8 or more dwelling units/net</u> residential acre, on average.	Density at a minimum of <u>7 or more dwelling units/net</u> residential acre, on average.	<ul style="list-style-type: none"> - Pedestrian and bicycle facilities - Interconnected streets - Employment centers and retail services near residential clusters - Transit service to residential clusters

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STRATEGY CHARACTERISTICS:

5. Increase Density Near Transit Corridors Compact residential and commercial uses within 1/4 to 1/2 mile of major transit corridors	<i>Pursue if basic infrastructure exists:</i> <i>Residential density:</i> minimum of <u>10 dwelling units/net</u> ¹ residential acre, on average. <i>Commercial intensity:</i> minimum of <u>160 employees</u> per net commercial acre, except theaters and hotels. (FAR about <u>1.0</u>). ²	<i>Pursue if progression to next higher level desired:</i> <i>Residential density:</i> minimum of <u>8 dwelling units/net</u> residential acre, on average. <i>Commercial intensity:</i> minimum of <u>130 employees</u> per net commercial acre, except theaters and hotels. (FAR about <u>0.8</u>).	<ul style="list-style-type: none"> - Pedestrian facilities - Bus routes or subscription bus service - Interconnected street pattern - New auto-oriented uses discouraged along corridor
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¹ number of dwelling units per residentially-zoned acre, excluding commercial, retail, streets, open space area, etc.

² FAR = 'Floor Area Ratio' - the ratio of a building's floor area to the size of the parcel or lot, including parking areas.

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STRATEGY CHARACTERISTICS:

6. Increase Density Near Transit Stations Compact residential and commercial uses within 1/4 to 1/2 mile of stations	<i>Pursue Strategy if Basic Infrastructure Exists:</i> <i>Residential density:</i> <u>14 dwelling units/net</u> residential acre, on average. <i>Commercial intensity:</i> minimum of <u>190 employees</u> per net commercial acre, except theaters and hotels (FAR about 1.2)	<i>Pursue Strategy if Basic Infrastructure Exists:</i> <i>Residential density:</i> <u>12 dwelling units/net</u> residential acre, on average. <i>Commercial intensity:</i> minimum of <u>160 employees</u> per net commercial acre, except theaters and hotels (FAR about 1.0)	<ul style="list-style-type: none"> - Pedestrian facilities - Fixed-route bus services - New auto-oriented uses discouraged near stations
7. Provide Pedestrian Facilities Direct, accessible pedestrian routes to encourage walking	<u>Design features include:</u> <ul style="list-style-type: none"> - crosswalks and pedestrian-actuated traffic signals - wide sidewalks (5 ft minimum) - protection from fast vehicular traffic - short block-faces - minimal building setbacks - on-street entries to buildings 	<i>same as for Exurban Level 1</i>	<ul style="list-style-type: none"> - Neighborhood services within 1/2 mile of most residences - Direct connections for pedestrians and bicycles - Interconnected street pattern - Traffic calming measures

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Exurban Strategies
 Chapter 6

"Transportation-Related Land Use Strategies to Minimize Motor Vehicle Emissions"

TABLE 6-3
Transportation-Related Land Use
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STRATEGY DESCRIPTIONS	<u>Exurban Level 1</u> (Performance Goal: <28,000 VMT/HH)*	<u>Exurban Level 2</u> (Performance Goal: 28,000 - 30,000)*	SUPPORTIVE FACTORS
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STRATEGY CHARACTERISTICS:

8. Develop Interconnected Travel Network Regular grid or other inter-connected street system	Encourage multiple streets over isolated, hierarchical multi-lane arterials	<i>same as for Exurban Level 1</i>	<ul style="list-style-type: none"> - Pedestrian/bicycle connections - Short blocks
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